## IN THE CLAIMS

Please amend the claims as follows:

1. (Original) A system comprising:

an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator;

a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and

a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.

2. (Original) The system of claim 1, in which the actuator circuit includes an automatic generator starting circuit, in which the automatic generator starting circuit includes a load power sensor to indicate when the load circuit needs AC electrical power from the AC generator.

3. (Original) The system of claim 1, in which the AC generator includes a spark-ignited generator.

4. (Original) The system of claim 1, in which the AC generator includes a diesel generator.

5. (Original) The system of claim 1, in which the load circuit includes an at least partially AC-powered electrical appliance of a vehicle.

6. (Original) The system of claim 5, in which the load circuit includes an at least partially AC-powered electrical appliance of a recreational vehicle.

7. (Original) The system of claim 1, in which the sensor circuit includes a vehicle transmission position detector circuit.

8. (Original) The system of claim 1, in which the sensor circuit includes a data link.

9. (Original) The system of claim 1, in which the sensor circuit includes a wheel rotation detector circuit.

10. (Original) The system of claim 1, in which the sensor circuit includes a reluctance sensor.

11. (Original) The system of claim 1, in which the sensor circuit includes a vehicle engine operation sensor.

12. (Original) The system of claim 1, in which the sensor circuit includes a vehicle engine rpm sensor.

13. (Original) The system of claim 1, in which the sensor circuit includes a vehicle engine ignition key position sensor.

14. (Original) The system of claim 1, in which the sensor circuit includes an exhaust sensor.

15. (Original) The system of claim 1, in which the sensor circuit includes a carbon monoxide sensor.

16. (Original) The system of claim 1, further including the AC generator.

17. (Original) The system of claim 16, further including a vehicle coupled to the AC generator.

18. (Original) The system of claim 16, further including a recreational vehicle coupled to the AC generator.

19. (Original) The system of claim 16, further including an electrical appliance coupled to the AC generator.

20. (Previously Presented) A method comprising:

detecting a fault condition indicative of a risk of an exhaust hazard; and

disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator when the fault condition indicates that the risk of the exhaust hazard is present.

21. (Original) The method of claim 20, in which the detecting the fault condition includes detecting a vehicle transmission position.

22. (Original) The method of claim 21, in which the detecting the vehicle transmission position includes receiving data over a data link.

23. (Original) The method of claim 20, in which the detecting the fault condition includes detecting a wheel rotation.

24. (Original) The method of claim 23, in which the detecting the wheel rotation includes sensing a reluctance.

25. (Original) The method of claim 23, in which the detecting the wheel rotation includes receiving data over a data link.

26. (Original) The method of claim 20, in which the detecting the fault condition includes detecting a change in vehicular motion from moving to stopped.

27. (Original) The method of claim 20, in which the detecting the fault condition includes detecting a change in vehicular engine operation from engine running to engine off.

28. (Original) The method of claim 20, in which the detecting the fault condition includes detecting a change in vehicular ignition state.

29. (Original) The method of claim 28, in which the detecting the change in the vehicular ignition state includes detecting a change from ignition on to ignition off.

30. (Original) The method of claim 28, in which the detecting the change in the vehicular ignition state includes monitoring a voltage to at least one vehicular engine component.

31. (Original) The method of claim 28, in which the detecting the change in the vehicular ignition state includes receiving data over a data link.

32. (Original) The method of claim 20, in which the detecting the fault condition includes detecting at least one component of exhaust.

33. (Original) The method of claim 32, in which the detecting the at least one component of exhaust includes detecting carbon monoxide.

34. (Original) The method of claim 33, further comprising comparing the detected carbon monoxide to a predetermined threshold value.

35. (Original) A system comprising:

a recreational vehicle, including a fuel-powered AC generator;

an actuator circuit, to automatically start the fuel-powered AC generator when a load circuit of the recreational vehicle needs AC electrical power from the AC generator;

a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and

a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.